

THS Band Joins Huge Group in USC 'Band Day'

Pomona (Fred Graff); Chino (Dean J. Brington); El Segundo (Patrick McNaughton) and Compton (John Del Monaco). Before the game, each band will be introduced in a gigantic March of Bands. The half-time program will open with the musicians parading onto the field as they play "Sigurd Jorsalfar" march from "Sigurd Jorsalfar" by Grieg. The hundreds of musicians will then spell out "Los Angeles Philharmonic" as they play Tschalkowsky's "Piano Concerto." They will then form seven huge bass fiddles on the field and play "In the Hall of the Mountain King" from the Peer Gynt suite by Grieg.

Former Darby Deputy Leaves County Service

Kenneth Sampson of Rolling Hills, former chief deputy to the late Supervisor Raymond V. Darby, has resigned from county service to enter private business. Sampson announced this week that he is joining a large landscaping firm as executive assistant to the president. Sampson's resignation came as a surprise to his many associates and friends in county government, where he has held key positions during the past 23 years. Sampson plans to formally leave county service about Oct. 20.

Sacramento Report



By CHARLES CHAPEL

Rapid Transit Committee

Recently, I was appointed a member of the Rapid Transit Committee, which is a sub-committee of the Assembly Transportation and Commerce Committee. We are supposed to make a study of rapid transit particularly in Los Angeles County, and then recommend to the California Legislature the enactment of laws which will enable the various communities of Los Angeles County to eventually solve their transportation problems.

What is Rapid Transit?
The first thing we must decide is: "What is rapid transit?" Personally, I think it means mass transportation by rail, through a subway, on the surface, on elevated tracks, on a monorail, but by all means by rail, at high speed, with short intervals of time between trains and with what the engineers call "headway operation," and not on a fixed schedule of arrivals and departures.

When we say "mass transportation," we mean the movement of people in greater numbers in any given period of time than by any other means of transportation, such as private automobile, or buses.

In New York, one single-track of a rapid transit line can carry 50,000 people per hour, whereas a large modern, high-speed street cars under normal conditions cannot carry more than 15,000 people; one line of automobiles on a freeway cannot carry more than 2,500 people; buses can carry only 9,000 and automobiles on the street surface 1,875 people.

Translating these figures into other terms, it requires 20 cars of freeway for automobiles to carry as many passengers as one line of New York rapid transit system.

Subway Rapid Transit
The ideal form of rapid transit is the subway because it does not interfere with street traffic, reduce the light, air and access to property along the route. However, the cost of building a subway is very great, most of which is due to high wages. A depression would be a bad time to build a subway, but not a boom period.

Elevated Rapid Transit
The elevated railroads that many of us remember were mostly built about 1880. They were noisy and today they do not safely support the all-metal, high-speed cars. The modern elevated railroads have a concrete flooring with ballasted track and make little noise. They can be built so that they do not interfere with street surface transportation. The cost is less than that of a subway.

Monorail
The monorail system is one where the cars are suspended from above. This type can be used in a subway, or on the surface. It need not interfere greatly with other transportation. This type has been operated successfully in Europe for at least thirty years. The cost can be as low as that of the elevated railway, and perhaps less.

Decision Should be Made Soon
We should decide about rapid transit soon, before more freeways and superhighways are built, because the route for a rapid transit system should go down the middle of the freeway under some circumstances. If the rapid transit system is added after the freeway is built, the costs are much higher, assuming that the same width of freeway is maintained.

Cost of Rapid Transit Per Person
Experts have told me that no city in the United States has a fare which includes the cost of interest and reduction of the main debt (amortization). In New York City, the fare per person is 25 cents, but that covers operating costs only and does not take care of reducing the debt or setting aside funds for new transportation. In Boston and Philadelphia the fare is fifteen cents. In Chicago, it is twenty cents.

What Rapid Transit Would Do for Los Angeles County
If a rapid transit system were developed for the communities of Los Angeles County, the results should be:

- (1) Increase in safety of passengers, and decrease in insurance rates on automobiles, including trucks, because of reduced number of accidents;
- (2) Increase in safety of pedestrians, and a reduction of street traffic;
- (3) Reduction in traffic on freeways, making it possible to travel faster and safer on them than can be done under condi-

(4) Increase of taxable worth of property adjacent to stations on rapid transit system;

(5) Increase of downtown business area in already established communities because of ease of access and decrease in problems of traffic congestion and difficult parking;

(6) Increase in business and manufacturing production because of less time spent going to and from work, hence less fatigue; and

(7) Improved social and economic conditions produced by better co-ordination between business and industrial life with

The Torrance High School Band, under the direction of John "Marty" Baum, will join with 18 other Southland groups in other phases of community life. In other words, the people will have more time for recreation and be able to get to recreation grounds easier and faster.

What is Your Opinion?
If you wish to tell me how to vote on rapid transit problems, please enclose with your comments, a stamped, addressed envelope. Write to me at P. O. Box 777, Inglewood 1, Calif.

In the University of Southern California's tenth annual High School Band Day on Saturday, Oct. 17, at the USC vs. Oregon State College football game. Nearly 3000 students—musicians, drill teams, drum majorettes, pom-pom girls, and flag twirlers—will participate in the affair at the Los Angeles Coliseum.

Tommy Walker, director of the Trojan band, said the musical event will be the biggest of its kind ever held there. It will pay tribute to the Los Angeles Philharmonic orchestra.

Other high school bands and their directors participating will be: San Bernardino (Alan Uren); Porterville Union (Buck Shaffer); Alhambra (Davison Stivers); Avenal (Joe Welch); Corcoran (A. James Marso); Fullerton Union (Nelson E. Bonar); Covina (William L. Alsop); San Diego Union of Encinitas (James B. Dye); Redondo Union (Lee Howell); Whittier (Charles Costarella); Santa Monica (Richard Wagoner); Antelope Valley Joint Union of Lancaster (William H. Ballard); Orange Union (M. Leinberger);

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